

COUNTRY Germany (Soviet Zone)

REPORT N

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TOPIC Altenburg Airfield

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EVALUATION see below

PLACE OBTAINED

DATE OF CONTENT see below

DATE OBTAINED DATE PREPARED 5 June 1951

REFERENCES 25X1A

PAGES 3 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

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1. Between 21 and 31 March 1951, Altenburg airfield was still occupied by a unit of about 30 twin-engine transports composed of three squadrons with different squadron markings. (1) There was intensive day flying on 21, 24, and 26 March. The following flying activity was observed on 24 March when there were strong winds and a 10/10 cloud base at an altitude of about 600 to 700 meters. At 9 a.m., nine aircraft with red squadron markings were at the take-off point and then took off individually. While flying over the field at an altitude of about 450 meters, against the wind, two planes each dropped a parachute with containers suspended 5 meters under the comparatively small parachutes. The parachutes which opened 1 1/2 seconds after their release, took 45 seconds to reach the ground. Both containers landed near the landing cross in spite of the strong wind. Source could not observe whether the parachutes were dropped through a door or an opening in the bottom of the plane. (2) During flying activity it was observed once that six planes took off in flight formation from the runway. The aircraft were refueled from tank trucks at the dispersal area.
2. During flying activity, a radio mast, a radio truck, and three other smaller vehicles were parked next to the take-off point east of the field. The radio installation at the northern end of the runway was in operation. (3) The connecting line between the old radio mast and the newly erected radio mast, set up at the take-off point, were parallel to the runway. It is believed that approach flights were practiced at the field with the assistance of the two radio installations. On 28 March the radio mast at the take-off point was dismantled.
3. It was observed that the twin-engine aircraft had their door aft to the right, that the tail wheel was not retractable, and that the landing gear was retracted rearward. No night flights were made on 28 March. On 29 March, the runway lights were switched on but no flights were made. On 30 March, two squadrons, each consisting of eight planes, practiced flying in V-formation. At about 4 p.m., a twin-engine high-wing monoplane, with single rudder assembly and suspended radial engines with drop-shaped cowlings, flew over the field. (4)

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4. Trucks ~~REDACTED~~ and motor vehicles ~~REDACTED~~ 25X1B 5X1!
 25X1B ~~REDACTED~~ have been repeatedly seen entering and leaving the field. The main guard detail moved to a temporary building recently erected near the settlement on the northeastern edge of the field.

5. According to a German who was employed at the field, the field was occupied by about 6,300 men organized in two units. (5) The German further stated that the barracks buildings were fully occupied. The partition walls between the rooms were allegedly removed thus forming larger rooms in which triple-decker beds were set-up. Between 19 March and 14 April, personnel continually arrived by truck from Altonburg railroad station. The informant further stated that the new kitchen in the former hangar was supplied with eight boilers including five with a capacity of 300 liters each, two with a capacity of 600 liters, and one with a capacity of 1,000 liters. It was repeatedly observed that officers at the field wore blue ribbons around their caps, but red epaulets.

6. A sketch of the field was drawn with the assistance of the informant. The shelters at the field which have been recently equipped as billets are not entered on the sketch. Except for four jet fighters seen in the only intact hangar all of the aircraft were parked in the northeastern corner of the landing field. (6)

7. The following numbers were seen on the rudder assemblies of five twin-engine transports:

3 1 6 2
 18418605 18433609 18429507 18418704 18433603

The lower portion of the circle was marked with blue hatching. The informant, who repeatedly observed high ranking officers entering the latter plane, thought that it was a lead plane. (7)

8. On 19 March, the same informant observed that the troops stationed at the field were engaged in infantry field training near Buscha (N 51/K 37). During this exercise a telephone line was being laid from the field to Buscha. The entire airfield was screened by smoke at 6:10 p.m. on 29 March. The smoke generators were located in the woods. (8) Soldiers stationed at the field were seen in groups of about three to four while practicing map reading.

9. ~~REDACTED~~

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10. On 15 April, about 25 to 27 transports were parked at the dispersal area of the field. Two companies, each of 120 recruits, were seen double-timing outside the field. All of the soldiers, who had closely cropped hair, wore uniforms with blue service color without any decorations. They wore of the lowest rank. Motor vehicles ~~REDACTED~~

25X1B ~~REDACTED~~ were seen.

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- (1) An air transport regiment equipped with about 30 to 34 LI-2s is stationed in Altenburg. The aircraft of the three squadrons are distinguished by blue, red, and yellow stripes on their rudder assemblies.
- (2) It was previously repeatedly observed that aircraft of the air transport regiment were used for the release of parachutists and paracans. It has not been determined whether the air transport regiment is assigned to a special army unit for the employment of parachute troops or whether the regiment is at the disposal of various army units for parachute training.
- (3) The radio installation on the northern end of the runway is probably a landing beacon.
- (4) Probably an A-20.
- (5) No other source reported an increase in the occupation of the field. An army unit was probably transferred to Altenburg for training purposes, something which has been repeatedly observed previously.
- (6) For layout sketch of airfield, see Annex. The jet aircraft, MiG-15s, are probably stationed in Altenburg as an alert squadron.
- (7) It has not been possible to identify the place or date of manufacture of the aircraft from the numbers observed on the rudder assemblies.
- (8) Report does not indicate whether the smoke-producing equipment belongs to the field or whether an army unit practiced screening the landing field.

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